

FLORIDA COST CONGRESS TO BE HELD IN OCALA

FIRST MEETING OF STATE-WIDE PRINTERS' ASSOCIATION IS ARRANGED TO TAKE PLACE IN THE BRICK CITY.

The St. Augustine Record says: A decision has been reached as to the dates for the holding of the first State-wide Printers' Cost Congress in Florida. Authority for the holding of such a congress was given at the last meeting of the Florida Press Association, held at Tampa in June, and Harry L. Brown of the Record Company, St. Augustine; Robert J. Holly of the Burrow Press, Pensacola, were appointed members of a special committee to make all the arrangements. Ocala was selected as the meeting place, and for some time past negotiations have been in progress with Col. Frank Harris of the Ocala Banner, P. V. Leavens of the Ocala Star, and Secretary J. D. Rooney of the Ocala Board of Trade, for the purpose of definitely deciding on the dates. November 13, 14 and 15 are the three days during which the Florida printers will be in session. A considerable variety of Cost Congress literature has been prepared, and will be mailed to the owner of every print shop in the state of Florida. A complete list of all printing concerns has kindly been furnished by the Dodson Printers' Supply Company of Atlanta, and the mailing of advance literature will begin next week. The Ocala Board of Trade, through Secretary Rooney, is going to set to it that that visitors to the Brick City are given a good time. Of course, the essential business of the congress relating to the cost system will be disposed of before the printer boys will be allowed to frolic. The session will open Thursday night, November 13, with a general mass meeting, when an address of welcome will be given. The occasion is to be taken advantage of as a sort of booster get-together. All day Friday will be devoted to the routine of the Cost Congress and on Saturday the good people of Ocala propose to show the visitors what Marion county has done in the way of building good roads and will also provide for the inspection of the leading industries of that section. Taking part on the program by special invitation will be some of the leading printers of Georgia and South Carolina, and in addition to these, it is expected that the United Typographical Union, the big printers' organization, will send a special representative. It is expected that every newspaper in the state will give considerable prominence to the coming congress, as the widest publicity is necessary in order to arouse the proper degree of interest.

PORT ST. JOE

Port St. Joe, Sept. 7.—A very bright meteor passed across the western sky about 7 o'clock Thursday night, moving from south to north. Mr. M. A. Challoway and wife left yesterday for a month's visit to relatives in Alabama. The A. N. railway is having track laid down Third avenue as far as the Port Inn. They propose using the shell they are dredging from the bay to improve the roadway on this street and the temporary tracks are for the use of cars carrying the shell. The ladies of the town were entertained aboard the bark Gracia Wednesday afternoon and report a pleasant time.

Extraordinary!

Monday, the 8th instant, will be another extraordinary day for the PENSACOLA COMMERCIAL COLLEGE. Several new students will enter. Follow the crowd to the PENSACOLA COMMERCIAL COLLEGE, the only place where you can secure the best business courses ever offered in the city. Phone 337, P. O. box 141. 191-2 to 251-2 West Garden street. 7:30-8:30

Soup Time

When the days begin to chill a little then is soup time. Every body enjoys a big bowl of delicious hot soup. Fresh shipment just received of

- Red Kidney Beans
- Split Peas
- Green English Peas
- Lima Beans
- California Peas
- Navy Beans
- Barley.

Everything in the grocery line at cut prices.

Phone 422
Coffee Ranch Co
84 South Palafox Street.

CUT THE CLAWS OF WATER POWER TRUST FOREVER

DECISION BY SUPREME COURT MAY CARRY CONTROL OF FEDERAL GOVERNMENT OVER WATERWAYS CLEAR TO SPRING HOUSE.

SPECIAL TO THE JOURNAL. Washington, Sept. 6.—A supreme court decision which will cut the claws of any water power trust, whether present or prospective, and may finally carry the control of the federal government over waterways clear to the spring house on the farm and the trout brook in the mountains—a decision which with one stroke of the pen wiped out all title to property for which a value of \$3,450,000 had been claimed and an award of \$350,000 had been made by a lower court—seems to have been almost entirely overlooked by the press of the country. Not since the far-reaching and epoch-making opinion of Chief Justice Marshall, delivered nearly ninety years ago in the case of Gibbons vs. Ogden, which has come to be considered by bench and bar the leading case on the powers granted by the commerce clause of the constitution, has a more important opinion relating to waterways been handed down by the supreme court than the one rendered in the case of the United States vs. Chandler-Dunbar Water Power Co. Property Condemned. The government found it necessary to condemn the property of the water power company in order to provide for the astounding growth of commerce at the outlet of Lake Superior. Three locks are already in use, two on the American side and one on the Canadian. During 1912 there were carried through these locks 73,732,678 tons of freight, and the indications are that this amount will be largely exceeded this year. To provide for the further increase of tonnage which is certain to come, a third American lock, 1350 feet long and 80 feet wide, is now under construction and will be opened for traffic in 1914, and a fourth lock of the same dimensions has already been authorized. Senator Theodore E. Burton, who for years was chairman of the rivers and harbors committee of the house of representatives, and is now a member of the commerce committee of the upper branch of the national legislature and an authority upon the navigable waterways of the country, believes that the decision of the supreme court "sustains the views of the most advanced advocates of federal control of water power. It establishes not merely the paramount control of the federal government for purposes of navigation, but also the right of congress to control and dispose of such water power as may be developed in the improvement of navigation. In view of other decisions it would seem beyond question that such control extends not only to the navigable portion of rivers but to every reach of a stream and its tributaries, even to their source." "The decision will undoubtedly afford the strongest impulse to the movement for the development of water power, and that, too, under conditions such that this invaluable asset will not become monopolized, but be retained for the use of the people in the industrial and domestic life of the country." It was Senator Burton's further opinion that the decision makes the federal government supreme in the harmonious development of water courses, especially when they form or cross the boundaries of states, to prevent monopoly of water power enterprises and to exercise control over rates of service when necessary, particularly when the business becomes interstate in character. A Powerful Asset. "The water power of the country," said Senator Burton, "is an asset of a value beyond the dreams of avarice and it may be confidently expected that, as the coal supply which is readily available is diminished, it will assume its naturally potential place in the industrial and domestic life of the country." The case of the United States vs. Chandler-Dunbar Water Power Co. turned upon the question whether the Chandler-Dunbar company had any private property in the water power capacity of the rapids and falls of the St. Mary's river in the state of Michigan. Justice Lurton, in delivering the unanimous opinion of the court, which is believed by many eminent lawyers to be as vital in its way as was the opinion of Chief Justice Marshall in the case of Gibbons against Ogden, held that the Chandler-Dunbar company, as riparian owners, had no "vested" property right in the water power inherent in the falls and rapids of the river, and no right to place in the river the works essential to any practical use of the flow of the river, and the government cannot be justly required to pay for an element of value which did not inhere in these parcels as upland. The government had dominion over the water power of the rapids and falls and cannot be required to pay any hypothetical additional value to a riparian owner who had no right to appropriate the current to his own use. Further along in the opinion, and this is the crux of the decision, Justice Lurton said: "The Justice's Opinion. "The title of the owner of that land upon the shore of a navigable river to the bed of the river is at best a qualified one. It is a title which inheres in the ownership of the shore and, unless reserved or excluded by implication, passed with it as a shadow follows a substance, although capable of distinct ownership. It is subordinate to the public right of navigation, and, how-

ever helpful in protecting the owner against the acts of third parties, is of no avail against the exercise of the great and absolute power of congress over the improvement of navigable rivers. That power of use and control comes from the power to regulate commerce between the states and with foreign nations. It includes navigation, and subjects every navigable river to the control of congress. All means having some positive relation to the end in view which are not forbidden by some other provisions of the constitution are admissible.

"If on the judgment of congress, the use of the bottom of the river is proper for the purpose of placing therein structures in aid of navigation, it is not thereby taking private property for a public use, for the owner's title was in its very nature subject to that use in the interest of public navigation. If its judgment be that structures placed in the river and upon such submerged land are an obstruction or hindrance to the proper use of the river for purposes of navigation, it may require their removal and forbid the use of the bed of the river by the owner in any way which in its judgment is injurious to the dominant right of navigation. So, also, it may permit the construction and maintenance of tunnels under or bridges over the river, and may require the removal of every such structure placed there with or without its license, the element of contract out of the way, which it shall require to be removed or altered as an obstruction to navigation."

TRAIN JUMPS TRACK IN CITY

NORTHBOUND PASSENGER TRAIN DEPARTING AT NOON, LEFT THE RAILS AT GONZALEZ STREET CROSSING.

Northbound train No. 4, leaving the city for Flomaton at noon, jumped the track at the corner of Gonzalez and Tarragona streets at noon yesterday and a delay of two hours was caused. The wrecker was necessary to put the engine back on the track and this was accomplished only after much trouble. It was not ascertained what caused the engine to leave the track.

A Weak Heart

"An interesting British report suggests that science has prolonged the lives of very young city folks, but not of the middle-aged. A series of tables compiled from reports of the Registrar-General and covering seventy years shows that for males between five and ten years of age the death rate has declined sixty-four per cent, while for those between forty-five and fifty-five years of age it has declined only three per cent—and for the next decade there is an actual increase of mortality. For both men and women between the ages of forty-five and fifty there is no decrease in the death rate. Doctor Newholme finds that for both men and women in this period of middle life disease of the heart and blood-vessels were registered as the causes of about one-third of the total deaths.

"Apparently, then, for those who reach middle life in fairly good physical condition the heart is the chief source of danger. Fortunately everybody knows that excessive use of intoxicants and tobacco and coffee weaken the heart.

"At this season, when New Year's vows are falling like leaves of autumn we abstain from urging anybody to stop drinking or smoking or overindulgence in coffee. Go ahead—if you think your heart will stand it!"

—Saturday Evening Post, Jan. 18, 1913.

When the Heart Begins to "Act Up"

It's a good move to quit COFFEE

And use

POSTUM

A pure food-drink made of wheat.

The change is easy, for Postum tastes much like mild, high-grade Java, but is guaranteed absolutely pure and free from the coffee drug, caffeine, or any other health-destroying ingredient.

This American beverage now comes in two forms.

Regular Postum must be well boiled.

Instant Postum requires

No Boiling

It is prepared by stirring a spoonful of the soluble powder in a cup of hot water and adding sugar and cream.

Grocers everywhere sell both kinds.

"There's a Reason" for POSTUM

Pres. Dobson Corrects Some Misstatements About City

WRITES DENIAL OF ARTICLE IN THE NATION'S BUSINESS, AND ALSO ADDRESSES LETTER TO TAMPA PAPER REGARDING A FALSE STATEMENT.

The following correspondence is self explanatory, and it again shows that President Dobson is ever on the alert regarding the truth of Pensacola. The first "copy" seeks to place the city in its proper position as a port of entry and export, and the second is addressed to the editor of Tampa Times, which submits department figures to offset published statements. The articles follow:

TO THE NATION'S BUSINESS. (Copy.) Pensacola, Fla., Aug. 28, 1913. Editor, The Nation's Business, Washington, D. C.

Dear Sir—In your article, The Remarkable Growth of the Nation's Commerce, I note that the fact is emphasized that several cities, among them Pensacola, will "hereafter report to Jacksonville." As it might be inferred from this that Pensacola had become a port of minor importance as compared with Jacksonville or some of the other gulf ports, I desire to call attention to the fact that the export business of Pensacola is greater than the combined export business of Tampa, Key West, Jacksonville and Fernandina—the four other principal Florida ports, and that our import business is greater than that of any other Florida port, except Tampa, which is boosted by the tremendous tobacco importations.

I desire to invite your attention also to the fact that the volume of business done by this port shows a steady increase, despite temporary setbacks and the apparent losses which occur on account of the wide fluctuations in our leading export items,—cotton, naval stores and lumber. This increase will continue, because there is no harbor on the coast of the United States, south of Norfolk, that can compare with Pensacola for extent, depth of water, ease of entrance and egress, and facilities for expedit-

ing coaling and the taking of cargo. Two new railroads now building into this city and a third projected, will greatly increase the wharfage and carrying facilities, and the city has recently voted \$400,000 for a municipal wharf and belt railroad.

Very truly yours,
(Signed) C. E. DOBSON,
President Pensacola Commercial Association.

(Copy.) TO THE TAMPA PAPER. Pensacola, Fla., Sept. 3, 1913. Editor, The Tampa Times, Tampa, Fla.

Dear Sir—I have read with some astonishment your excited editorial in a recent issue of The Times, entitled, Why Not Tell It All, attacking a letter which I recently wrote to The Nation's Business.

I see no reason why a plain statement of facts should move you to so much error. There is hardly a statement in your editorial that is not in error. You say: "If the president of the Pensacola Commercial Association had given both sides of the account as would have shown that the total commerce of the port of Tampa, both exports and imports being counted, for the year 1912 was larger by \$5,000,000, in round numbers, than that of Pensacola."

According to the official reports issued by the Department of Commerce and Labor, tables No. 7 (export) and No. 16 (import) the total figures for the fiscal year ending June 30, 1913, are:

Pensacola—	
Exports	\$23,784,428.89
Imports	1,534,115.00
Total	\$25,318,543.89
Tampa—	
Exports	\$4,384,288.00
Imports	4,687,522.51
Total	\$9,071,810.51

In favor Pensacola .. \$16,247,088.38 These figures don't bear you out, for the fiscal year ending June 30, 1913, the total import and export figures are as follows, according to the Manufacturers Record:

Pensacola—	
Exports	\$19,642,279
Imports	1,698,041
Total	\$21,341,320
Tampa—	
Exports	\$4,325,709
Imports	4,591,916
Total	\$8,917,616

In favor Pensacola .. \$12,428,704 From which it would appear that you are still a matter of over \$12,000,000 behind us on total business, and the lesser difference is not on account of your gain, but our loss, chiefly through reduced values of our principal export items.

Further you say: "But it will be observed that not one word is said about import business. Are not imports as much 'business' as exports? And should not both be reported in order to afford a just idea of the commercial importance of the different ports?" Again, further along in the same editorial you criticize my allusions to the import business of Key West and Tampa. You must have been in a fine frenzy when you wrote that editorial.

Again you say: "Incidentally the Pensacola president also states that the import business of the port of Pensacola is greater than that of any other port except Tampa. The said president wrote that letter in a fit of absent-mindedness; he entirely forgot about Key West. The customs collections at the latter port for the year are at least eighteen times as great as those at Pensacola."

The same authorities I have quoted above show the total value of the imports of Pensacola and Key West as follows:

	1912
Pensacola	\$1,534,115.82
Key West	1,214,550.86
	1913
Pensacola	\$1,698,041.00
Key West	1,041,757.00

Do these figures prove Key West's import business greater than Pensacola's? Pensacola is glad to see its sister cities grow. It takes pride in the growth of this entire section. There is nothing in my letter than can be fairly construed as an attack on, or reflection against any city in the state. It was a plain statement of facts, designed to prevent any misconception in regard to Pensacola, and I think only a supersensitive disposition could find anything in it at which to take offense.

Very truly yours,
(Signed) C. E. DOBSON,
President Pensacola Commercial Association.

CAPTAIN RAPUSE ACCIDENT VICTIM

The Carrabelle Citizen says: The British schooner Anna M. Parker, 380 tons, is in port to load with lumber from the Franklin County Lumber Company for St. Johns, Nova Scotia. Capt. A. E. Rapuse left Kingston, Jamaica, on August 18, and arrived in port September 2. On his trip from Pensacola to Kingston the captain happened to the misfortune of dislocating his shoulder, and it was thirty-seven days before he reached port to have it set. During that time he suffered untold agony. He is not able to use his left arm but very little as yet.

Keep in touch with Pensacola through The Journal while on your vacation. Ring 1500.

Brawner-Riera Co.'s Second Three-Day Special Sale Continues Today and Tuesday

Don't Miss This!

LADIES' SKIRTS—Good \$5 and \$6 Skirts, 3 days only \$1.50
Ladies' White Ready-Made Dresses \$5.00 Value, 3 day special \$3.48
\$4.00 Value, 3 day special \$2.48
B. V. D. UNDERWEAR for men, this 3 day special, a garment 41c
MEN'S ALL SILK SOCKS, in 9½ and 10, for 3 day special, a pair 21c
Boys' New Style Felt Hats for School 49c
Men's Blue Work Shirts 39c
Men's Blue Work Shirts 39c
Men's White Hemstitched Handkerchiefs 4c
\$2 and \$2.50 Straw Hats for Men 98c
Hemstitched Sheets, 81x90, Regular \$1, Special, 98c
10c FIGURED LAWN—THREE-DAY SPECIAL 5c
All Men's Low Shoes, regular \$4.00 value, this sale \$2.98
All Men's Low Shoes, regular \$3.50 value, this sale \$2.74
All Men's Low Shoes, regular \$2.50 value, this sale 1.89

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The Home of Bargains
101, 103, 105 S. Palafox—Three Big Stores

Pensacola Movies

Will Be Shown at the

Bonita Theatre

Commencing at 10 a. m.

Today

ONE DAY ONLY

Proceeds from the tickets sold will be used in showing this film through the large cities of the north this coming fall and winter. Tickets on sale by every merchant on Palafox street,

Admission, 25 cents

COTTON

C. Gunter Elmore, Pensacola.

Highest price F. O. B., any station. Liberal advances on consignment.
A SQUARE DEAL—QUICK RETURNS.

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